



Palouse Regional Transportation Planning Organization

Serving Asotin, Columbia, & Garfield Counties in the State of Washington

FINAL PROGRESS REPORT FY 2002 UNIFIED PLANNING WORK PROGRAM July 1, 2001 to June 30, 2002

The following is the Palouse Regional Transportation Planning Organization Final Progress Report for the fiscal year of 2002 and it is based upon said fiscal year UPWP work elements:

ADMINISTRATION:

As the contracted planning agency, the Palouse Economic Development Council (PEDC) arranged and conducted six RTPD meetings during the fiscal year and they were held on a rotation basis throughout the three-county region. Each meeting was well attended by the RTPD members.

We also arranged a TIP/STIP training session at a Washington State University computer lab that was conducted by Dave Zevenbergen on April 30, 2002. The session was not well attended by the RTPD. However, this was the third year in a row the training had been held and most everyone who prepares the TIPS has already been trained.

The RTPD will continue to discover ways to include productive public input in its process.

RTPD REVENUES
\$ 15,000.00

RTPD EXPENSES
\$ 15,000.00

PLANNING DOCUMENTATION:

We prepared: (1) the Unified Planning Work Program (UPWP) for fiscal year 2003 and had it approved by the RTPD, (2) the Regional TIP and sent it to DOT, (3) the final report, (4) information for the WTP when requested, and (5) a budget for the next fiscal year. We insured that proper bookkeeping and documentation of expenses occurred on a regular basis and requested reimbursement of expenses from WSDOT on a quarterly basis. We clipped out news articles pertinent to the RTPD and sent them to RTPD members and WSDOT.

RTPD REVENUES
\$ 15,000.00

RTPD EXPENSES
\$ 15,000.00

REGIONAL TRANSPORTATION PLANNING ORGANIZATION:

We set up an e-mail network so that pertinent information could be sent to all RTPO members at any given time and not having to rely on “snail mail.” We are now sending our meeting agendas, minutes, etc. by e-mail to the RTPO members. It seems to be working very well.

The Palouse RTPO has a policy of: if the RTPO doesn’t have anything substantial to discuss on a certain month, the regularly scheduled monthly meeting of the RTPO will be cancelled. The RTPO meeting was cancelled six times this past fiscal year because of a lack of agenda items and/or extremely bad weather/road conditions.

Some of the agenda items that were discussed were: (1) WSDOT budget and the state legislature and all the implications surrounding that issue, (2) the “DOT Measures, Markers, and Mileposts” that was published by Douglas B. MacDonald, (3) the railroad situation in Columbia County, (4) enhancement grant projects, such as the tourist information radio stations to be installed in each county, the tourist information gazebo in Pomeroy, and dike path project in Dayton, (5) reports from the regional planning personnel, (6) Southway Bridge traffic situation in Clarkston, (7) funding of traffic studies in the RTPO region, (8) the announcement of Don Whitehouse being the new Regional Administrator, (9) signage in the Port of Clarkston area, (10) the draft WTP, (11) route development study of SR 129, (12) election of RTPO officers for 2002, (13) UPWP discussion and approval, (14) the City of Clarkston highway plan, (15) the DOT road project located about 12 miles north of Dayton, (16) the relocation of the WSDOT shop in Pomeroy, (17) the painting of the interstate bridge on SR 12 in Clarkston, the SR 12 Route Development Plan, and (18) many other smaller issues.

The agenda item that consumed most of the RTPO meeting time was the proposed MPO for the Clarkston/Lewiston area. Many hours were spent cussing and discussing this issue. Mark Kushner, Director of the Tri-City RTPO/MPO, was kind enough to attend one of our meetings to discuss how an RTPO/MPO works and to answer any questions by the RTPO members. After the declaration of the MPO in the Federal Register, Mike Partridge and Ralph Wilhelmi of the Olympia WSDOT met with RTPO to discuss the situation and talk about possible scenarios for the RTPO to consider.

Jack Thompson, Executive Director of PEDC, attended a meeting on June 24th that included officials from the FHWA, WSDOT, and IDOT where specific information was dispersed concerning the formation of a MPO in the Clarkston/Lewiston area.

The Palouse RTPO has become a very cohesive group and the members are willing to work for the good of each other and the region as a whole. The designation of the MPO in the Clarkston/Lewiston area is starting to become a wedge that will separate the Asotin County members from the rest of the membership. In accordance with state law Asotin County will no longer be a bonafide member of the RTPO. This issue has everyone in the RTPO very upset. This will be a major issue for the RTPO to deal with in the future.

RTPO REVENUE
\$ 16,254.00

RTPO EXPENSES
\$ 16,254.00

DATA COLLECTION/TECHNICAL ASSISTANCE:

We collected information and data as necessary throughout the fiscal year. We reviewed the SR 129 Route Development Plan and signed off on it. We provided extra data for the draft WTP.

<u>RTPO REVENUE</u>	<u>RTPO EXPENSES</u>
\$ 4,000.00	\$ 4,000.00

STP PLANNING:

We hired Jim Hudak, a retired Public Works Director for the City of Pullman and civil engineer, to assist us with the enhancement grant projects. The only two projects left for him to work on are the tourist information radio stations and the Pomeroy gazebo. These are close to being finalized. Jim will no longer be retained after the projects are finished.

No member of the RTPO requested travel reimbursement to attend meetings concerning dam breaching nor to attend the RTPO meetings.

Asotin County has not spent its \$7,026.00 in pass-through STP planning money. All the other counties have already spent their allocations. Bill Weibe, former Olympia DOT advisor for the RTPO, previously stated that the money could be used to implement MPO startup planning.

<u>STP REVENUE</u>	<u>STP EXPENSES</u>
\$ 4,106.41	\$ 4,106.41

WASHINGTON TRANSPORTATION PLAN:

Since there was no money to actively participate in the WTP process for this fiscal year, no activities were conducted other than the review of the draft WTP.

<u>WTP REVENUES</u>	<u>WTP EXPENSES</u>
\$ 0.00	\$ 0.00

Managed by:

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